

THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF EDUCATION

ANNUAL REPORT

OF

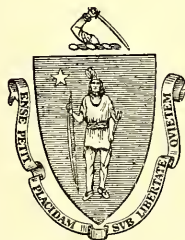
THE COMMISSIONERS

OF THE

MASSACHUSETTS NAUTICAL SCHOOL

FOR THE

YEAR ENDING NOVEMBER 30, 1938



MASSACHUSETTS NAUTICAL SCHOOL
100 NASHUA STREET, BOSTON

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF EDUCATION

JAMES G. REARDON, *Commissioner of Education*

COMMISSIONERS OF THE MASSACHUSETTS NAUTICAL SCHOOL

100 NASHUA STREET, BOSTON

CLARENCE E. PERKINS, *Chairman*

THEODORE L. STORER

WALTER K. QUEEN

WILLIAM H. DIMICK, *Secretary*

REPORT OF THE COMMISSIONERS

To the Commissioner of Education:

The Commissioners of the Massachusetts Nautical School have the honor to submit their report for the year ending November 30, 1938, the forty-seventh annual report.

SCHOOL CALENDAR, 1938

Spring entrance examinations	March 31, April 1, 2
Spring graduation	April 5
Winter term ended	April 5
New class reported	April 21
Leave, 1st Section	April 6 to 20
Leave, 2nd Section	April 20 to May 4
Summer term commenced	May 4
"Nantucket" sailed from Boston	May 14
"Nantucket" arrived at Boston	September 20
Autumn entrance examinations	September 22, 23, 24
Autumn graduation	September 27
Summer term ended	September 27
New class reported	October 13
Leave, 1st Section	September 30 to October 14
Leave, 2nd Section	October 14 to 28
Winter term commenced	October 28

OBJECTS AND REQUIREMENTS OF THE SCHOOL

The Massachusetts Nautical School was established forty-seven years ago for the purpose of giving the young men of the State, who desired to enter upon a seafaring career, an opportunity to obtain in a public school a theoretical and practical knowledge of seamanship, navigation, and marine engineering.

Applicants for admission to the school must be residents of the State, and between seventeen years and their twentieth birthday. Admission is

by competitive examination, the examinations being held twice a year, in March and in September. Candidates must be free from any serious physical defects, especially as to vision, hearing and speech.

The first year deposits amount to \$300, and the deposits for the second year total \$150. These amounts cover all expenses.

The course of study covers a period of two years. Theoretical instruction is given during the winter months while the ship is berthed at the Navy Yard, Boston. Practical and theoretical instruction is given during the five months practise cruise, usually in Euporean waters. The catalogue and application blanks can be had at the office of the Commissioners, 100 Nashua Street, Boston.

THE WINTER TERM

During the winter term the Schoolship "Nantucket" was berthed as usual at Pier 1, Navy Yard, Charlestown by courtesy of Rear Admiral William T. Tarrant, U. S. N., Commandant of the First Naval District. The ship was housed over and the work was maintained with classes on board the ship and in rooms in a Navy Yard building. The morning hours were devoted to studies and recitations with practical work in the afternoon.

On February 1, 1938, the ship was moved from Pier 1 to Pier 5 in order to facilitate the work of repairs. During the spring overhaul, the Navy Department made the following repairs to the "Nantucket": construction and repair \$11,208, engineering department \$4,234. These repairs, together with repairs to the ship's chronometers at the Naval Observatory, were made without cost to the State.

The following lectures were given on board on Friday evenings during the winter term:

1937

- Oct. 29. Capt. Clarence A. Abele, U.S.N., Superintendent of the School. Subject: "Transporting Troops."
- Nov. 5. Dollar Steamship Lines, Inc. Subject: "Cruising the Seven Seas."
- Nov. 12. Grace Line. Subject: "In the Path of the Galleons."
- Nov. 19. Dr. H. J. Warner, Public Health Service. Subject: Quarantine Rules and Regulations.
- Dec. 3. Plymouth Cordage Company. Subject: "The Story of Rope."
- Dec. 10. Capt. F. S. Walker, class of 1905, Hull Inspector. Subject: "Marine Inspection Cases."
- Dec. 17. Capt. Charles H. Hurley, class of 1915. Subject: "Care and Handling of Cargo."

1938

- Jan. 7. Capt. George E. Eaton, class of 1895. Subject: "Radio Aids to Navigation."
- Jan. 14. Colonial Beacon Oil Company. Subject: "Marine Lubrication."
- Jan. 21. Capt. Herman T. Parker, class of 1902. Subject: "The Deck Officer."
- Jan. 28. Mr. Frank E. McLean. Subject: "Marine Inspection Cases."
- Feb. 4. Mr. William Renz. Subject: "Ship Classification."
- Feb. 11. Mr. Fred J. Wallace. Subject: "Diving."
- Feb. 18. Columbian Steamship Company. Subject: "Roaming the Spanish Main."

- Feb. 25. Lieut. Comdr. Walter K. Queen, U.S.N.R. Subject: "Polar Travels."
- Mar. 4. Capt. Robert M. Gray, class of 1912. Subject: "Service Afloat."

THE SUMMER TERM

The unsettled conditions existing in Europe early in the year made it advisable, in planning the itinerary for the summer practice cruise, to make a radical change, and omit all ports in continental Europe. As will be seen by the detailed report on the cruise given elsewhere, the cruise was limited, in addition to the home ports, to a port in the Azores, a port in the Madeira Islands, two ports in the West Indies, and Halifax, Nova Scotia. Favorable conditions existed during the summer and excellent progress was made with the routine drills and studies. Ships work was carried on in a normal manner. The cruise was a notable one for the large amount of mileage made under sail alone. The total mileage was 10,601, and 4,131 miles were made under sail.

NEW SCHOOLSHIP

The present schoolship, the U.S.S. NANTUCKET, is a staunch and seaworthy vessel, but the Commissioners and the Navy Department believe that a larger ship of modern type is desirable. To that end, Senator David I. Walsh has introduced into Congress legislation providing for the construction of a new schoolship.

APPOINTMENT OF COMMISSIONER

Lieut. Comdr. Walter K. Queen, United States Naval Reserve, was re-appointed a Commissioner of the School for a period of three years, from July 1, 1938.

ASSISTANT MARINE ENGINEER

Mr. Norman L. Queen, Lieutenant, United States Naval Reserve, class of 1926, Assistant Engineer and Instructor in the School, resigned on October 31, 1938, after nine and a half years of service. Lieutenant Queen, both as an officer and as an instructor, rendered faithful and efficient service, and the Commissioners accepted his resignation with regret. The vacancy was filled by the appointment of Theodore P. Ebsary of the class of 1932.

THE GRADUATES

An unusually large percent of the graduates of the school follow the vocation for which they were trained. During the last ten years, 409 out of 504 graduates, or more than 80%, are engaged in the maritime industry. As far as known about 75% of the living graduates are following the sea or allied occupations.

NEW SHIPS FOR AMERICAN SHIPPING

The United States Maritime Commission has signed contracts providing for the construction of many modern freight and passenger ships. More ships are being constructed in American shipyards at the present time than for many years. There are being built 124 merchant ships, totalling 519,965 tons. The largest ship on the ways is a trans-Atlantic

liner of 25,000 tons, to be added to the fleet of the United States Lines. The Maritime Commission recommends the construction of five hundred ships during the next ten years.

THE UNITED STATES NAVAL RESERVE

At the invitation of the Navy Department, a conference of the governing bodies and Superintendents of the State nautical schools was held in Washington on April 12, 1938. The conference was attended by representatives from the four State schools. Commissioner Walter K. Queen and Captain Clarence A. Abele, U.S.N., Superintendent of the School, were present representing the Massachusetts Nautical School. Mr. James F. Rawdon and Captain William W. Storey were present representing the Massachusetts Nautical School Alumni Association; Mr. Rawdon being President of the Association. The object of the conference was to bring about a closer cooperation between the Navy Department and the State nautical schools; also to coordinate the work of the four schoolships.

Captain Felix X. Gygax, U.S.N., Director of the Naval Reserve, in the Bureau of Navigation, presided at the conference. The opening addresses at the conference were made by Captain C. W. Nimitz, U.S.N., Bureau of Navigation, Navy Department, and Captain Gygax. In referring to the State nautical schools, Captain Gygax said: "The Navy Department acknowledges and commends the splendid results that have been achieved, as attested by the fine record of the graduates of these nautical schools at sea, and the success of many more in positions of high trust and responsibility in connection with the administration and operation of the maritime industry ashore."

The conference resulted in the following action: First, the curricula of the State nautical schools have been extended and the schools will definitely prepare young men not only for service in the American merchant marine but also in the United States Naval Reserve. The following nine naval subjects have been included in the course of study: Navy Regulations, Naval Law, International Law, Types and Characteristics of Naval ships and aircraft, Tactics and Manoeuvring, Ship Drills, Gunnery, Communications, and Damage Control. The instruction in these subjects is given in the form of lectures by Naval officers. Second, the Bureau of Navigation, under authority of the Secretary of the Navy, issued instructions to the Naval District Commandants providing for the admission of nautical school students in the Naval Reserve as Merchant Marine Cadets, in accordance with the Naval Reserve Act, approved June 25, 1938. Third, the Chief of Bureau of Navigation and the Chief of Naval Operations recommended to the Secretary of the Navy that appropriate steps be taken to secure from the Maritime Commission the allocation of funds for the construction of suitable vessels as replacements for the present State schoolships, as necessary; the ships to be of such a character as to be readily usable as naval auxiliaries in an emergency. The recommendation was immediately approved by the Secretary of the Navy.

TRAINING FOR THE SEA

A century and more ago the rugged seamen of our merchant marine, whose skill, enterprise and courage were recognized the world over, were trained on board the small American vessels sailing to all parts of the world. The training thus received was severe, haphazard, and at times most discouraging. A young man shipped as seaman or cabin boy and by slow process advanced from the galley or forecastle to the quarterdeck. One of the noted American vessels during the first half of the last century was the ship "George", 323 tons, of Salem. This little vessel was

known as the "Salem Frigate" because of her speed and regularity of her voyages. She made twenty-one round trips between Salem and Calcutta between 1815 and 1837, a period of twenty-two years. We are told that forty-five men who served in the forecandle of this small craft became masters, and twenty-six mates. The ship "George" and other American ships of her day and generation, making long voyages, were the school-ships on which young men were trained for officers' positions.

As our merchant marine developed, it was considered advisable to provide more specifically for a supply of competent officers. Ship owners arranged to carry apprentices and give them special training. During the clipper ship era many ships carried from four to eight ambitious American boys as apprentices. Special quarters were provided for them and they were paid five dollars a month.

With the passing of the square rigged sailing vessel and the advent of the steamship, the ratings of cadet and quartermaster appeared on the ship's payroll. About forty-five years ago, a law was passed by Congress requiring certain American mail steamers to carry one cadet for each 1,000 gross tons, one-half on deck and one-half in the engine room. Conforming with the provisions of this law, cadets were carried by the American Line, the Pacific Mail Line, and by several lines running to the West Indies. The cadets were paid fifteen dollars a month and were supposed to receive training in seamanship and navigation. In preparing young men for a seafaring life, the rating of quartermaster has in the past been very serviceable. The principal duty of a quartermaster is to steer the ship under the direction of an officer. The work affords a good opportunity to learn by observation the duties of an officer.

NEW CADET SYSTEM

The United States Maritime Commission, Rear Admiral Emory S. Land, U.S.N., Chairman, established on March 15, 1938, a new system of training young men for the sea to supercede the arrangement which has been in operation since 1891. The new system provides for training young men on board government owned or subsidized ships.

The appointees are divided into two classes, cadet officers and cadets. Applicants for appointment as cadet officers must be between the ages of nineteen and twenty-five, and qualified graduates of the State nautical schools, the United States Naval Academy at Annapolis, or the Coast Guard Academy at New London, Connecticut, holding licenses from the Bureau of Marine Inspection and Navigation as third mates or third assistant engineers. Cadet officers are paid \$75 a month and maintenance.

The position of cadet is open to all young men between the ages of seventeen and twenty-five who have a predilection and aptitude for the sea, and who are ambitious to prepare themselves for a life career as an officer in the American merchant marine. Cadets are paid \$50 a month with maintenance and allowances.

Cadet officers and cadets live on board ship with the licensed personnel. A course of study and training will be prescribed by the Maritime Commission for both classes.

GRADUATES OF THE SCHOOL IN 1938

The following is a list of the fifty-seven graduates of 1938, the names of their home towns, and their first employment:

Name	Residence	Vessel	Service
A. Paul Achimore	Medford	S. S. Missouri	Cities Service Co.
Edward J. Albatys	Housatonic	S. S. "Argentine"	American Republics Line
William B. Arnold, 2nd	No. Abington	S. S. Argentina	American Republics Line
Milton L. Austin	Attleboro	S. S. West Isleta	American South African Line
Wendell E. Bent	So. Peabody	At sea	Moore & McCormack Co.
Thorndike J. Berwick	Methuen	S. S. Ida H. Atwater	Atwater Steamship Co.
John P. Bienia	New Bedford	At sea	Cities Service Co.
Edwin S. Borden	No. Westport		
Herman J. Cass, Jr.	No. Andover	S. S. City of Elwood	American Pioneer Line
William J. Ceppi	Dorchester	S. S. Scanyark	Moore & McCormack Co.
George C. Cook	Quincy	S. S. Yomachichi	American Pioneer Line
William Cookson	Wes. Newton	S. S. Oneida	Clyde & Mallory Line
Ralph H. Cooper	Watertown	At sea	Mallory Line
Roger A. Crown	Wollaston	S. S. Hadnot	Cities Service Co.
Archie K. Deacon	Gloucester	Tender Anemone	United States Lighthouse Service
Leon R. DeMontier	Melrose	At sea	United States Lines
Leo F. Donohue	Malden	M. S. West Cussetta	American LaFrance Line
Paul F. Duffee	Neponset	M. S. Ward	American Pioneer Line
John L. DuMoulin	Dorchester	At sea	United States Lines
David L. Edwards	Brighton	Tender Anemone	United States Lighthouse Service
Francis J. Ford, Jr.	Worcester	S. S. Virginia	Panama Pacific Lines
William A. Full	Marblehead	S. S. St. John	Eastern Steamship Lines
Nelson F. Garland	Bedford	M. S. Tampa	American Pioneer Line
Roger B. Gilman	New Bedford	S. S. Lamnot DuPont	International Freighting Corp.
Floyd E. Gray	Rockport	S. S. Ida H. Atwater	Atwater Steamship Co.
Frank Grime, Jr.	New Bedford	S. S. Toledo	Cities Service Co.
E. Hibbard Howe	Quincy		Fore River Shipbldg. Co.
Norman Howe, Jr.	Dalton	M. S. West Cussetta	American La France Line
Norman R. Hutchinson	Salem		
C. H. Chester Johnson	Norwood	S. S. Mormacrey	American Scantic Line
Johannes A. Johnson	Norwood	S. S. City of Elwood	American Pioneer Line
Leon F. Kaufman	Roxbury	M. S. Crown City	American Pioneer Line
John H. Lancaster	Brockton	Naval Architecture	Webb Institute
Theodore T. Lingham	So. Braintree	S. S. Yomachichi	American Pioneer Line
Roy E. Luken, Jr.	Wakefield	Lightship 81	U. S. Lighthouse Service
Robert H. Macomber	Boston		
John S. Marzullo	Everett	At sea	U. S. Lighthouse Service
John P. McKenna	Dorchester	S. S. Independence Hall	American La France Line
Phillips B. McLean	Bridgewater	M. S. Tampa	American Pioneer Line
Douglas S. McLeod	Springfield	S. S. "American Traveler"	United States Lines
Harold F. Millar	Wakefield	At Sea	Cities Service Co.
Albert F. Moore, Jr.	Melrose	S. S. Macabi	United Fruit Co.
Van H. Morris	Melrose	At sea	American Hawaiian Line
Ernest W. Mortimer, Jr.	Edgartown	At sea	U. S. Lighthouse Service
Francis J. Murphy	Medford	S. S. Malampton	C. D. Mallory Line
John R. J. Neill	Springfield	At sea	Cities Service Co.
Joseph W. Nolan	Arlington	M. S. Tampa	American Pioneer Line
Albert R. Ormsby	Greenwood	S. S. Sartartia	American Republics Line
Raymond V. Pierszalowski	Athol	M. S. Ward	American Pioneer Line
Ian R. Scott	Medford	At sea	United States Lines
Philip M. Slavin	Winchendon	S. S. Independence Hall	American La France Line
Wendell D. Slayton	Waltham	Tender Lotus	U. S. Lighthouse Service
Kenneth G. Smith	Springfield	Tender Anemone	U. S. Lighthouse Service
Liba L. Studley	Hingham	S. S. President Harding	United States Lines
Robert D. Tobey	Gloucester		
George B. Trowt	Wenham	S. S. American Shipper	United States Lines
Richard W. Veeder	Gloucester	S. S. Atlantic	American South African Line

DETAILED REPORT ON THE PRACTICE CRUISE
U. S. S. "Nantucket"—Itinerary 1938

LEFT—	ARRIVED AT—
Boston, May 14	Rockport, May 14
Rockport, May 19	Baltimore, May 24
Baltimore, May 28	Norfolk, May 29
Norfolk, June 1	Newport, June 5
Newport, June 6	Horta, Azores, June 17
Horta, June 20	Funchal, Madeira, June 25
Funchal, June 30	San Juan, Porto Rico, July 20
San Juan, July 26	Havana, Cuba, August 1
Havana, August 6	Norfolk, August 10
Norfolk, August 13	Newport News, August 13
Newport News, August 16	Halifax, Nova Scotia, August 22
Halifax, August 26	East Lamoine, August 28
East Lamoine, September 3	Greenport, September 6
Greenport, September 8	New Bedford, September 9
New Bedford, September 12	Cataumet, September 12
Cataumet, September 18	Boston, September 20

The "Nantucket" left the United States Navy Yard, Boston, on May 14, as scheduled. A large number of visitors, including the parents of cadets, were present to see the ship sail. As the ship proceeded out of the harbor, there were many whistle salutes from craft at the docks. The passage to Rockport was uneventful. Upon clearing North Channel, fore and aft sails were set and carried to Cape Ann Whistling Buoy. The ship was anchored in Sandy Bay, off the harbor breakwater light, at 8.34 P. M.

Rockport

Regular liberty was granted by watches to 8 P. M. Monday afternoon, May 16, the cadets' baseball team played the Rockport High School nine, the latter winning by the score of nine to five. The regular general drills were held, the sail drills being held daily. Pulling boats were used as running boats. The town float not being in commission, the use of the facilities of the Sandy Bay Yacht Club were extended to the ship. The "Nantucket" got underway at 10.50 A. M. on May 19 and proceeded to the northward to swing for compass error on the Thatcher's Island light-house range. Upon completion of swinging ship, the course was set for Baltimore, via Pollock Rip Channel and Nantucket Shoals. Pollock Rip Channel was entered at 2.52 A.M. on the 20th, and Block Island was passed at noon of the same day. Considerable fog was encountered on the night of the 20th, and the morning of the 21st. Otherwise the weather was fine with light and variable winds. The ship entered Chesapeake Bay at 6 P. M. on the 22nd and continued up the Bay to Sandy Point, anchoring at 12.11 A. M. on the 23rd. It had been arranged that the Baltimore city tug should meet the ship at Sparrows Point to escort her to her berth in the forenoon of the 24th. At anchor off Annapolis were the battleships "New York" and "Wyoming" of the midshipmen's training squadron. During the passage routine drills were held. Man overboard drills were held as follows:

May 19th—Boat in water 1 minute 10 seconds—Buoy picked up 3 m. 20 s.—Boat hoisted 10 m.

May 20th—Boat in water 1 minute 0 seconds—Buoy picked up 3 m. 25 s.—Boat hoisted 10 m.

May 23rd—Boat in water—0 minutes 45 seconds—Buoy picked up 4 m. 25 s.—Boat hoisted 9 m. 35 s.

All machinery functioned well. Divine services were held on Sunday, most of the cadets attending. On Sunday afternoon, the ship passed through a school of whales. The "Nantucket" got underway at 6.45 A. M. May 24 and proceeded up the Channel being met at Sparrows Point by the City tug "Baltimore" and later by the police patrol boat, and escorted to berth at the Municipal Pier at the Foot of Broadway, docking at 9.20 A. M.

Baltimore

The visit of the "Nantucket" to the city of Baltimore was very satisfactory except that the weather was not good. It was rainy, or threatening rain, throughout the stay at the port. The ship was open to visitors afternoons and many came on board. On the 27th, 225 boys from a vocational school, and also a group of sea scouts, came on board. On the same day, Captain Abele, the Superintendent of the school, gave an interview which was broadcasted from Station W F B R. Regular watch liberty was granted to cadets to 10 P. M. The "Nantucket" cast off from the Municipal Pier at 10.10 A. M. on Saturday and proceeded out of the port under three boilers. Upon reaching Sandy Point one boiler was secured. The ship anchored off the Naval Operating Base at Norfolk at 6.10 A. M. to await slack water at 9.15 A. M., when the ship was gotten underway and berthed.

Norfolk

Divine service was held on board on Sunday as it was too late for a church party after the ship was secured at the dock. Memorial Day was observed by half-masting colors with ships present. The ship was coaled on June 1, taking on board 155 tons. Several groups of cadets visited the Airplane carrier "Enterprise". The "Nantucket" departed under two boilers at 6.10 P. M., June 1, for Horta, passing Chesapeake Lightship at 3 A. M., June 2.

One of the cadets showing symptoms of acute appendicitis, on June 3 the course was changed for Newport, Rhode Island, where the ship arrived on June 5, and the cadet transferred to the Newport Hospital.

The "Nantucket" left Newport under two boilers on June 6 with fine weather and a westerly breeze. Generally fine weather with high barometer and westerly winds prevailed throughout the passage to Horta. When they would draw, topsails, as well as fore and aft sails, were carried and helped considerably. Man overboard drills were held on June 7, 10, 14, and 15 with good results. It was expected to arrive at Horta at noon on June 17, but a strong southwesterly breeze with squally weather developed during the night and Fayal was sighted a short time after daylight. The "Nantucket" arrived off the port and the pilot came on board at 8.25 A. M., June 17, the ship being moored in the harbor ten minutes later.

Horta, Azores

During the stay in Horta, pulling boats were used as running boats. Regular watch liberty was granted cadets to 8 P. M. and those attending basketball games were granted an extension to 10 P. M. Two basketball games were played by the cadets with teams on shore. Many courtesies were extended to the officers and cadets by officials and others.

The "Nantucket" got underway for Funchal, Madeira, on June 20. The wind being favorable, though light, the ship was put under sail but less than four knots per hour were logged and the engine was coupled

after four hours of sailing. Light westerly winds continued until the 22nd when direction shifted to northeasterly, and in the afternoon of that day, the ship was put under sail and continued to the evening of the 24th when the wind died out. The night of the 23rd it was necessary to shorten sail as, sailing close hauled with a stiff breeze, the ship labored too hard. A good many cadets were seasick. Routine drills and studies were held during the passage. Man overboard drills were held as follows:

June 21st—Boat in water 0 minutes 55 seconds—Buoy picked up 3 m. 52 s.—Boat hoisted—10 m. 10 s.

June 22nd—Boat in water—1 minute 0 seconds—Buoy picked up 3 m. 50 s.—Boat hoisted 10 m. 15 s.

The "Nantucket" arrived at Funchal on June 25.

Funchal, Madeira

At Funchal, the usual liberty was granted to the cadets by watches. Pulling boats were used entirely as running boats. Swimming was had alongside twice daily. The ship was coaled, 188 tons being taken on board. The weather during the stay was very agreeable. Noon day temperatures were as follows: June 25, 70°; 26th, 71°; 27th, 71°; 28th, 73°; 29th, 75°; 30th, 70°.

The "Nantucket" left Funchal on June 30 under two boilers, en route for San Juan, Porto Rico. The next day the wind came out northeastward and increased to a moderate breeze towards evening when sail was made and the engine was uncoupled. During the day a Dutch steamer was sighted which was the only vessel sighted until approaching the West Indies.

July 4th was celebrated in the usual shipboard manner with a parade, sports and music. The usual divine services were conducted on Sundays and were largely attended. A moderate, and at times rather high, following sea prevailed, and the ship was lively throughout the passage. Under these conditions, the helmsmen got particularly good experience.

On July 15, the Dutch Steamship "Phobos", one hundred and thirty miles to the northward and westward, bound from Curacao to Gibraltar, asked for medical advice in the case of an apprentice on board. The Surgeon of the "Nantucket", Dr. Ashbel C. Williams, diagnosed the case to be one of Ludwig's angina, an emergency hospital case, and prescribed treatment. An offer was made to meet the "Phobos" and give surgical assistance. The Master of the "Phobos" expressed his thanks for the medical advice but declined the surgical assistance. The following day a message was received stating that the patient was better.

On the evening of July 17 a very bright meteor was observed to the northward which seemed to disintegrate not far from the ship. It had the appearance of a white Roman candle.

The only steamer to be sighted since the day after leaving Funchal was sighted as the "Nantucket" neared Sombrero Key. Sombrero Light was sighted on the 19th and the course was then set to pass to the northward of Anagada Island, northeastern most of the Virgin group. San Juan Head Light was sighted at 2.25 A. M. on July 20. The ship continued under sail until after passing San Juan Head when sail was furled. The engine was coupled up. The ship entered San Juan Harbor on July 20. The best day's run during the passage was 193 miles on the 15th, (25 hour day), the lowest day's run was on June 18, 119 miles.

San Juan, Porto Rico

At this port, the "Nantucket" was berthed at Pyramid Dock by courtesy of the Bull Line. The berth was occupied until early morning of July 23 when it had to be evacuated for a steamer due on the 24th. The "Nantucket" was then anchored 800 yards from the boat landing.

Twenty-eight cadets were taken on a tour of El Morro by courtesy of the Commanding Officer of the troops. During the day the trade wind blew fresh and the running boats were operated under sail. There were besides much pleasure sailing, the cadets handling the boats under sail well.

One afternoon, during the stay, the Brazilian Naval Training Ship "Almirante Saldanha", was sighted approaching from the westward. Later she was observed to be heading in towards the reef between Cabras Islands and Fort Ganuelo, about a mile to the westward of the harbor entrance. Finally it was observed that she was on the reef, and a signal to that effect was sent to the "Unalga" at the dock. The "Unalga" had already received a radio report of the same tenet. When the "Nantucket" left port for Havana, the "Almirante Saldanha" was lying on the reef badly listed, and the "Unalga" and the "Marion", and the destroyer "Shaw" were standing by preparing to attempt to pull her off. A message of sympathy was sent to the Commanding Officer of the "Almirante Saldanha". On the 27th the destroyer "Shaw" overhauled and passed the "Nantucket". In reply to an inquiry, information was received that attempts to float the "Almirante Saldanha" had been unsuccessful.

Squally weather obtained through the passages, and on Sunday there was particularly heavy and continued rain. Many steamers were sighted. Routine studies and drills were conducted according to schedule, with the exception of lifeboat drill. The "Nantucket" arrived at Havana on August 1.

Havana, Cuba

Hot weather was experienced at Havana. As the boat landing used was nearly a mile from the ship and the heat was intense, the motor launch was used as a running boat and for towing liberty parties. The first two days of our stay a nearer boat landing was used and pulling boats were used. The cadets played a baseball game with the nine from the Cubanelo Club. Many steamers were in and out of the port daily. The dock system seems excellent. Airplanes were arriving and departing daily.

The "Nantucket" left port on August 6 for Newport News. Fine weather prevailed throughout the passage. In making out the itinerary, consideration was not given to the Gulf Stream. With the full moon, the Gulf Stream appeared to be at maximum flow. In the vicinity of Miami, a current of $5\frac{1}{2}$ knots was found; and a current seldom below $3\frac{1}{2}$ knots was carried to Cape Hatteras. Many ships were sighted, occasionally four being sighted at once. Steaming in the axis of the Gulf Stream, little was seen of the Florida coast. However, the high buildings of Miami and the hotels at Palm Beach and Fort Lauderdale were sighted. While the weather was fine it was hot. After rounding Hatteras, the usual hazy weather of the Virginia coast was encountered, and after the high speeds induced by the Gulf Stream, the reduced speeds due to contrary tides were rather annoying. Man overboard drills were held on August 8, 9 and 10.

Norfolk, Virginia

At Norfolk 133 long tons of coal were taken on board. There were several naval vessels at the Naval Base and in the Roads. Many airplanes were operating from the Air Base. Eighty-eight planes were counted in the air at one time. On the 12th, the U.S.S. "Boise" was commissioned at the Base. The same day, the U.S.S. "New York" passed up to the Navy Yard not under control. She had cracked a line shaft returning from Europe with the midshipmen practise squadron. The vessel had 350 midshipmen on board. Many West Point cadets were at Fort Monroe, a few visiting the "Nantucket."

Newport News, Virginia

The ship got underway on August 13 and proceeded to Newport News, arriving there the same day, docking at Pier 5 at the shipyard. The cadets accepted an invitation to visit the Mariners Museum. As usual church parties left the ship on Sunday to attend services in town. On the 15th the cadets were taken on a tour of the shipyard of the Newport News Shipbuilding and Dry Dock Company. In the afternoon of the 15th an "At Home" was held in appreciation of the courtesies extended by the shipyard and the Museum. Thirty guests attended, among them being Mr. Homer Ferguson, President of the Shipbuilding Company, and Congressman S. Otis Bland, of the First District of Virginia, Chairman of the Merchant Marine and Fisheries Committee of the House. Lieut. Comdr. Walter K. Queen, U.S.N.R., Commissioner of the Massachusetts Nautical School, visited the ship on August 13.

The "Nantucket" got underway from the dock at Newport News on the 16th under two boilers en route to Halifax, Nova Scotia. On leaving Chesapeake Bay, winds were light and variable with predictions of nothing better so it was decided to proceed via Vineyard and Nantucket Sounds. Vineyard Sound Light Vessel was passed in the evening of the 18th and Pollock Rip Light Vessel was made the following morning. When passing Stonehorse Light Vessel, a heavy fog shut in which lifted after we had passed Pollock Rip Light Vessel. Fog shut in on the evening of August 20 and continued until the 21st when the ship was approaching Seal Island. During the fog the ship was stopped for more than an hour for clearing other vessels. Sambro Light Vessel was made at 8 P. M. on August 21. Man overboard drills were held on August 17, 18 and 19. The afternoon of August 21 came out clear with a bright glow in the northeast giving the appearance of pending fog, so it was decided to enter port at once rather than delay until the morning. A pilot was taken at Chebucto Head and the ship proceeded to Halifax Harbor, anchoring off the city at 10.55 P. M.

Halifax, Nova Scotia

The visit of the "Nantucket" to Halifax was most agreeable. Regular watch liberty was granted cadets to 8 P. M., and extension to 10 P. M. was granted in several cases. On August 25, twenty cadets went fishing to one of the nearby banks in a local fishing vessel, and returned with five hundred pounds of cod, haddock, and pollock. Many visitors came on board during visiting hours, from 1.30 to 4.30 P. M., among them being a group of twenty sea scouts.

There were two Canadian destroyers at the Naval Station, and shortly before the "Nantucket" got underway on August 26, the French gunboat "D'Entrecasteau" entered port and moored at the Naval Station. A boarding call was made on board which was immediately returned.

Leaving Halifax on August 26, the passage to Frenchman's Bay was uneventful except that visibility during Friday night was quite remarkable. A seventeen mile light was sighted at a distance of twenty-five miles, and Brazil Rock Light buoy, a nine mile light, was sighted fifteen miles away. Fog shut in after clearing Seal Island Light early Saturday morning and persisted until the afternoon. The New York Nautical Schoolship "Empire State" was contacted by radio in latitude 37 degrees 39 minutes north, and longitude 57 degrees 25 minutes west bound from LeHavre to New York.

Mt. Desert Rock Light was sighted at 7.50 P. M. on Saturday, and an hour later fog closed in. The ship lay to ten miles east of the Rock. The fog lifted during the mid watch and at 4 A. M. on August 28, the ship proceeded into Frenchman's Bay, anchoring at East Lamoine.

East Lamoine

No liberty was granted cadets at East Lamoine, and examinations were held according to schedule. A considerable number of visitors came on board on Sunday and relatives and friends of cadets were received on board afternoons after 3.30 when examinations for the day were completed. A considerable amount of sailing was had. Cutters and the motor launch were used as running boats.

It was purposed to depart from East Lamoine at 6 A. M. on Saturday, September 3, but fog rolled in and by the time the anchor was aweigh, the fog enveloped the ship. The anchor was let go again, and the ship finally got underway at 8 A. M. Fine weather and a smooth sea prevailed outside, but during the night the south southwest wind increased and the sea built up so that it was necessary to stop the ship, remove the jack-asses, unbend the chains, and put in the buckler plates. Upon clearing Cape Cod, wind and sea subsided. The "Nantucket" arrived off Gardiner's Bay at 11 P. M., September 5, and anchored in Greenport Harbor the next morning.

Greenport, Long Island

The usual liberty was granted the cadets. The "Nantucket" left Greenport on September 8 and arrived at New Bedford shortly after daylight the next day. During the night a strong north northeast wind came up, reducing the speed of the ship. The "Nantucket" berthed at the State Pier in New Bedford on September 9.

New Bedford

Many persons visited the "Nantucket" in New Bedford on Saturday and Sunday afternoons, among them being the parents and friends of cadets. The ship left New Bedford on September 12 and anchored in Cataumet Harbor three hours later. The ship left Cataumet on September 18 and proceeded to Boston via the Cape Cod Canal, arriving on September 20.

Commissioners' Inspection

The Commissioners of the school met the ship at Cataumet and sailed with the "Nantucket" en route to Boston. During the trip the Commissioners had an excellent opportunity to inspect all departments of the ship, to observe the work of the cadets on deck and below, and to inspect their work in the following drills: life boat drill, fire drill, abandon ship drill, and collision drill. On account of the thick fog, it was necessary to anchor outside Boston Light. As it was deemed advisable to remain at the anchorage overnight, the Commissioners completed the trip to Boston by motor launch.

Cruise Mileage

	Days	Hours	Minutes	Miles
Steam	23	18	52	3,554
Sail	27	19	48	4,131
Steam and sail	15	07	57	2,916
<hr/>				
Total at sea	66	22	37	10,601
In port	61	19	15	
Total for voyage	128	17	52	

Coal Report

The following is a report of coal consumption for the cruise of 1938:

On hand and received	611 tons
Expended	599 tons
Remaining, September 20	12 tons

Items

Moving ship	340 tons
Auxiliaries and lighting	200 tons
Distilling	51 tons
Galleys	8 tons
Total expended	599 tons

THE SCHOOL RECORD

During the year there have been 179 students on the rolls of the school. They came from 83 cities and towns of the Commonwealth as follows:

Arlington	4	Hingham	1	Quincy	6
Athol	1	Housatonic	1	Randolph	1
Attleboro	1	Hyannis	1	Revere	1
Barnstable	2	Ipswich	1	Rockport	1
Bedford	1	Lawrence	1	Salem	2
Belmont	4	Leominster	1	Shrewsbury	1
Boston	15	Lowell	1	Somerville	5
Braintree	1	Malden	3	Springfield	5
Bridgewater	1	Mansfield	1	Stoughton	1
Brockton	3	Marblehead	3	Swampscott	1
Cambridge	1	Marlboro	2	Taunton	4
Clinton	1	Mattapoisett	1	Uxbridge	1
Cohasset	1	Medford	6	Waban	1
Dalton	1	Melrose	7	Wakefield	4
Dedham	1	Methuen	1	Walpole	1
Edgartown	1	Natick	2	Waltham	4
Everett	2	Neponset	1	Watertown	2
Fall River	2	New Bedford	6	Wenham	1
Falmouth	1	Newton	2	Westfield	2
Florence	1	North Abington	1	Westwood	1
Foxboro	1	Northampton	1	Weymouth	4
Framingham	1	North Andover	1	Wilmington	1
Gloucester	4	North Dartmouth	1	Winchendon	1
Greenfield	1	North Westport	1	Winchester	1
Greenwood	1	Norwood	3	Winthrop	3
Groveland	1	Peabody	2	Wollaston	6
Hanover	1	Pepperell	2	Worcester	4
Haverhill	4	Provincetown	1		
Total					179

The previous education of these students was as follows: high schools, 158; academies, 7; preparatory schools, 6 colleges, 4; technical schools, 4. The average age of the cadets at entrance was 18 years, 5 months. The number of cadets enrolled in the school at present is 118.

GRADUATION EXERCISES

The eighty-seventh graduation exercises were held on board the "Nantucket" at the Navy Yard, Charlestown, on Tuesday, April 5, 1938, at 11 A. M. The program was as follows:

Prayer: Capt. Thomas B. Thompson, (Ch.C.), U.S.N., Navy Yard, Charlestown.

Presiding Officer: Lieut. Comdr. Walter K. Queen, Commissioner, Massachusetts Nautical School.

Address: Hon. Charles F. Hurley, Governor of the Commonwealth.

Address: Mr. J. F. Paige, President of the Propellor Club, Boston.

Address: Rear Admiral Walter R. Gherardi, U.S.N., Commandant of the First Naval District.

Prize awarded by the Boston Marine Society to the graduate excelling in those qualities making for the best shipmaster, including aptitude, prompt and cheerful obedience to his superior officers, devotion to duty, integrity, force of character, and ability to attain and maintain leadership. Presented by Capt. George E. Eaton, Class of 1895, Superintendent of the Second Lighthouse District, to Paul F. Duffee of Neponset.

Prizes awarded by Mr. Arthur M. Wiggin of Brookline to the graduates in the Seamanship Class and in the Engineering Class making the greatest improvement in all around work during the past year. Presented by Mr. Wiggin to Johannes A. Johnson of Norwood, Seamanship Class; Theodore T. Lingham of South Braintree, Engineering Class.

Prize awarded by The Society of the War of 1812 to the engineer graduate for excellence in studies, good conduct, and the possession of those qualities of leadership and a willingness to assume responsibility which have ever characterized the Navy and Merchant Marine of the United States. Presented by Col. Frederic Gilbert Bauer, President of the Society, to Raymond V. Pierszalowski of Athol.

Prize awarded by the Massachusetts State Society, United States Daughters of 1812, to the graduate in the engineering division standing highest in engineering and electricity. Presented by Mrs. Milburn Edgar Yeager, President, to Kenneth G. Smith of Springfield.

Prize awarded by Capt. Frederick L. Walker to the graduate standing highest in Seamanship. Presented by Captain Walker, class of 1905, to David L. Edwards of Brighton.

Prize awarded by Mr. William H. Dimick, Secretary of the Board, to the graduate receiving the highest final average. Presented by Mr. Dimick, to Kenneth G. Smith of Springfield.

Presentation of Bibles given by the Massachusetts Bible Society: Chaplain Thompson.

Presentation of Diplomas: Dr. James G. Reardon, Commissioner of Education, Massachusetts Department of Education.

The eighty-eighth graduation exercises were held on board the "Nan-

tucket" at the Navy Yard, Charlestown, on Tuesday, September 27, 1938, at 11 A. M.

Prayer: Capt. Thomas B. Thompson, (Ch.C.), U. S. N., Navy Yard, Charlestown.

Presiding Officer: Mr. Clarence E. Perkins, Chairman of the Commissioners of the School.

Address: Rear Admiral William T. Tarrant, U.S.N., Commandant of the First Naval District.

Prize awarded by the late Irving L. Wood to the graduate having the highest mark in Seamanship and Navigation for the year. Presented by Mr. Theodore L. Storer, Commissioner of the School, to John H. Lancaster of Brockton.

Prize awarded by the Boston Marine Society to the graduate excelling in those qualities making for the best shipmaster, including aptitude, prompt and cheerful obedience to his superior officers, devotion to duty, integrity, force of character, and ability to attain and maintain leadership. Presented by Capt. Joseph I. Kemp, Secretary, Boston Marine Society, to William J. Ceppi of Dorchester.

Prizes awarded by Mr. Arthur M. Wiggin of Brookline to the graduates in the Seamanship Class and in the Engineering Class making the greatest improvement in all around work during the past year. Presented by Mr. Wiggin to Robert H. Macomber of Boston, Seamanship Class; Wendell E. Bent of South Peabody, Engineering Class.

Prize awarded by The Society of the War of 1812 to the engineer graduate for excellence in studies, good conduct, and the possession of those qualities of leadership and a willingness to assume responsibility which have ever characterized the Navy and Merchant Marine of the United States. Presented by Col. Frederic Gilbert Bauer, President of the Society, to Edwin S. Borden of North Westport.

Prize awarded by the Massachusetts State Society, United States Daughters of 1812, to the graduate in the engineering division standing highest in engineering and electricity. Presented by Mrs. Milburn Edgar Yeager, President of the Society, to John L. DuMoulin of Dorchester.

Prize awarded by Mr. William H. Dimick, Secretary of the Board, to the graduate receiving the highest final average. Presented by Mr. Dimick, to John H. Lancaster of Brockton.

Prize awarded by Capt. Frederick S. Walker, United States Local Inspector of Hulls, to the graduate standing highest in Seamanship. Presented by Captain Walker, to John H. Lancaster of Brockton.

Presentation of Bibles given by the Massachusetts Bible Society: Chaplain Thompson.

Presentation of Diplomas: Capt. Clarence A. Abele, U.S.N., Superintendent of the School.

OFFICERS AND INSTRUCTORS

Clarence A. Abele, Captain, U.S.N. (retired), Superintendent.

Robert M. Gray, Lieutenant, U.S.N.R. (graduate M.N.S.) Executive Officer.

John W. Thompson, (graduate M.N.S.), Navigator.

Richard T. Rounds, (graduate M.N.S.), Watch Officer.

Louis A. Woodland, (graduate M.N.S.), Watch Officer.

Ervin L. Kelley, Lieut.-Comdr., U.S.N.R. (graduate M.N.S.), Chief Marine Engineer.

Theodore P. Ebsary, (graduate M.N.S.), Assistant Marine Engineer.

John E. Wright, Instructor in Mathematics.

Charles M. Taylor, Instructor in Mechanical Drawing.

Ashbel C. Williams, M.D., Surgeon, Summer Term.

Ashton Graybiel, M.D., Surgeon, Winter Term.

Charles Parker, Paymaster.

CADET OFFICERS OF THE MASSACHUSETTS NAUTICAL SCHOOL

SUMMER TERM

Navigation

Ian R. Scott	.	.	.	.	.	.	.	<i>Senior Cadet Officer</i>
William J. Ceppi	.	.	.	.	.	.	.	<i>Junior Cadet Officer</i>

Engineering

John L. DuMoulin	.	.	.	.	.	.	.	<i>Senior Cadet Engineer Officer</i>
Wendell E. Bent	.	.	.	.	.	.	.	<i>Junior Cadet Engineer Officer</i>

WINTER TERM, 1938-39

Navigation

Alden M. Tibbetts	.	.	.	.	.	.	.	<i>Senior Cadet Officer</i>
Milton H. Shaw	.	.	.	.	.	.	.	<i>Junior Cadet Officer</i>

Engineering

Harold B. Bergenheim	.	.	.	.	.	.	.	<i>Senior Cadet Engineer Officer</i>
Francis D. Gilmartin	.	.	.	.	.	.	.	<i>Junior Cadet Engineer Officer</i>

CADETS ADMITTED, GRADUATED, AND HONORABLY DISCHARGED,
FROM 1893 TO 1938, INCLUSIVE

	Ad- mitted	Graduated			Honor- ably dis- charged	With- drawn, dis- missed, dropped	Number connected with the school
		Sea- manship Class	Engineer Class	Totals			
1893	141	—	—	—	29	24	138
1894	63	—	—	—	43	18	156
1895	71	19	19	38	12	6	156
1896	74	20	17	37	31	17	174
1897	73	20	21	41	20	9	165
1898	99	15	25	40	26	23	194
1899	79	11	12	23	41	11	184
1900	78	14	36	50	21	14	186
1901	71	11	18	29	20	16	172
1902	90	16	22	38	34	13	197
1903	66	17	14	31	25	17	178
1904	60	16	29	45	17	31	165
1905	65	10	10	20	9	13	137
1906	50	16	19	35	18	19	145
1907	60	10	15	25	17	26	138
1908	45	8	10	18	9	9	110
1909	81	14	22	36	7	16	156
1910	54	6	16	22	16	15	151
1911	69	20	23	43	7	18	168
1912	57	17	16	33	14	15	157
1913	79	21	19	40	20	8	174
1914	65	20	16	36	22	7	171
1915	70	26	19	45	18	11	176
1916	73	23	15	38	36	3	175
1917	69	26	11	37	16	3	167
1918	66	31	17	48	10	4	178
1919	77	37	18	55	17	5	193
1920	70	35	15	50	13	9	186
1921	70	35	17	52	9	9	184
1922	74	29	21	43	19	9	188
1923	77	27	16	50	16	16	187
1924	76	23	21	44	13	16	188
1925	73	26	22	48	18	8	188
1926	80	19	22	41	22	21	194
1927	75	27	17	44	20	4	185
1928	69	27	20	47	15	7	187
1929	71	23	29	52	12	7	189
1930	62	33	19	52	8	3	180
1931	74	38	19	57	6	9	191
1932	50	23	22	45	2	3	169
1933	65	40	30	70	5	1	184
1934	55	20	20	40	4	1	163
1935	68	40	22	62	7	2	186
1936	58	26	19	45	4	4	172
1937	61	36	24	60	1	—	180
1938	60	36	21	57	3	1	179
	3,233	1,007	855	1,862	752	501	

MEMBERSHIP OF THE SCHOOL
GRADUATING CLASS, APRIL, 1938

Seamanship Division

<i>Name</i>	<i>Residence</i>
*Duffee, Paul F.	Neponset
Howe, Norman, Jr.	Dalton
*Cook, George C.	Quincy
*Edwards, David L.	Brighton
Austin, Milton L.	Attleboro
Garland, Nelson F.	Bedford
Murphy, Francis J.	Medford
Johnson, Johannes A.	Norwood
Ford, Francis J., Jr.	Worcester
Achimore, A. Paul	Medford
Veeder, Richard W.	Gloucester
Moore, Albert F., Jr.	Melrose
Grime, Frank, Jr.	New Bedford
Donohue, Leo F.	Malden
Ormsby, Albert R.	Greenwood
Cookson, William	West Newton
Deacon, Archie K.	Gloucester
Full, William A.	Marblehead

Engineering Division

*Smith, Kenneth G.	Springfield
*Pierszalowski, Raymond V.	Athol
Gray, Floyd E.	Rockport
Berwick, Thorndike J.	Methuen
Johnson, C. H. Chester	Norwood
Lingham, Theodore T.	South Braintree
Kaufman, Leon F.	Roxbury
Crown, Roger A.	Wollaston
Slayton, Wendell D.	Waltham
Bienia, John P.	New Bedford
Cass, Herman J., Jr.	North Andover
Arnold, William B., 2nd	North Abington
Neill, John R. J.	Springfield
McLean, Phillips B.	Bridgegewater

GRADUATING CLASS, SEPTEMBER, 1938

Seamanship Division

*Lancaster, John H.	Brockton
*McKenna, John P.	Dorchester
*Tobey, Robert D.	Gloucester
Ceppi, William J.	Dorchester
Cooper, Ralph H.	Watertown
Albatys, Edward J.	Housatonic
*Gilman, Roger B.	New Bedford
Scott, Ian R.	Medford
Millar, Harold F.	Wakefield
McLeod, Douglas S.	Springfield

(*Received 85 per cent, or over, of the Academic Multiple and entitled to wear gold star)

Hutchinson, Norman R.	Salem
Macomber, Robert H.	Boston
Morris, Van H.	Melrose
Nolan, Joseph W.	Arlington
Luken, Roy E., Jr.	Wakefield
Slavin, Philip M.	Winchendon
DeMontier, Leon R.	Melrose
Howe, E. Hibbard	Quincy

Engineering Division

DuMoulin, John L.	Dorchester
Borden, Edwin S.	North Westport
Trowt, George B.	Wenham
Bent, Wendell E.	South Peabody
Marzullo, John S.	Everett
Mortimer, Ernest W., Jr.	Edgartown
Studley, Liba L.	Hingham Center

CLASS TO GRADUATE, APRIL, 1939

Seamanship Division

*Tibbetts, Alden M.	Melrose
*Bamford, Robert C.	Ipswich
*Allen, Donald G.	Wollaston
*Alther, George W., Jr.	Melrose
Burke, Thomas E.	Allston
Hayward, Loring F.	Taunton
*Smith, Robert H.	Wollaston
Brown, Norman M.	Taunton
Shaw, Milton H.	New Bedford
Watts, Bernard A.	Malden
Judge, William E., Jr.	West Roxbury
Romanos, Arthur R.	Fall River
Shea, Bernard M.	Dorchester
Steward, Roger A.	Winthrop
Howe, Frank C., Jr.	Wollaston
Carleton, William H.	Hanover
Sheehan, William F., Jr.	Winchester
Hallbourg, Walter T.	East Pepperell

Engineering Division

*Bergenheim, Harold B.	Dorchester
Gilmartin, Francis D.	Walpole
Barry, Edwin F.	Everett
Hall, Robert E.	Winthrop
Hennigan, Timothy J., Jr.	Somerville
Johnson, Freeman K.	Waltham
Walukiewicz, Joseph R. (Volick)	Cambridge
Wayman, Richard P.	Falmouth
Bell, Charles W.	Waltham
Vigue, George D.	Framingham
Wheble, Edwin R.	Quincy
Champagne, Joseph R.	Haverhill

Laforet, Louis F.	Waltham
Geehan, James J., Jr.	Mariboro
Johnson, Ralph F.	Somerville

CLASS TO GRADUATE, SEPTEMBER, 1939

Seamanship Division

Lodigiani, Edward C.	Springfield
Danielson, Bert	Watertown
Gilleland, John E., Jr.	Medford
Person, Kurt G. R.	Worcester
Eldridge, Kenneth	Marblehead
Montgomery, William A.	Belmont
Burkett, Leon A., Jr.	Stoughton
Hodges, Sidney B.	Dedham
Chace, Robert M.	N. Dartmouth
Schortmann, Walter E.	Springfield
Boland, Kells M.	Melrose
Wilder, Albert L.	N. Weymouth
Brown, Earl S.	Marlboro
Houghton, George A.	East Pepperell
Schroeder, William H. E.	Newton
Wilder, Arthur T.	N. Weymouth
Mason, Wallace R.	Leominster
Blaher, Lawrence J.	Hyde Park

Engineering Division

Harrington, George E.	Haverhill
George, Harold F.	West Barnstable
Wyman, Arthur R.	Uxbridge
Lazott, Harlow A.	Worcester
McCabe, Hugh T.	Somerville
Greene, Paul	Dorchester
Redmayne, Richard B.	Norwood
Bosche, Frank N.	East Weymouth

CLASS TO GRADUATE, APRIL 1940

Malone, Edgar S., Jr.	Wakefield
FitzGerald, Donald J.	Westfield
Ohlin, Stanley N.	Belmont
Christianson, Frederick R.	Arlington
Collins, Atwell G.	Quincy
Christiansen, Arnold R.	Arlington
Sweeney, Newell	Brockton
Breen, Wilfred P.	Medford
Congdon, Bernard R.	Foxboro
Digiacommo, Dominic	Natick
Roy, Paul T.	Worcester
Hartford, Arnold E.	Haverhill
Bryan, Forrest L.	Westfield
Nowell, Burton F., Jr.	Melrose
DesChamps, Arthur J.	Natick
Birmingham, Raymond F.	Wollaston
Wirtanen, Martin E.	West Barnstable

Folsom, Samuel B.	Peabody
Lavellee, Edward J.	Clinton
Howes, Wallace A., Jr.	Northampton
Wood, Gordon A.	Groveland
Lang, Frank N.	Swampscott
Massey, Francis A., Jr.	Norwood
Carl, Edward F.	Roslindale
Andrews, James M., Jr.	Revere
McCloud, Charles R.	Gloucester
Bliven, N. Curtis	Malden
Scudder, Robert F.	Hyannis
Powell, Jack R.	New Bedford
Wilson, James W.	Somerville

CLASS TO GRADUATE, SEPTEMBER 1940

(Alphabetically arranged)

Barrows, Charles J.	Wakefield
Cates, Robert P.	Winthrop
Christophers, Edward A.	Fall River
Cote, Oliver P.	Lowell
Curtice, Reginald M.	Belmont
Dee, Donald W.	Taunton
Dickie, Rodman L., Jr.	Arlington
Doell, Charles H.	West Roxbury
Eaton, Lewis S.	Provincetown
Fisher, Kenneth	New Bedford
Foster, Walter S.	Wollaston
Hiller, Emerson H.	Mattapoisett
Jennings, Norman V.	Somerville
Jordan, James O., 3rd	Belmont
LaBranche, Joseph P.	Haverhill
Melzar, Frederic P.	Wilmington
Mignacca, Joseph K. L.	Shrewsbury
Monk, Herbert A.	S. Weymouth
Nyhan, Frederick P.	Lawrence
O'Brien, Paul D.	Taunton
Pattangall, S. Lincoln, Jr.	Brockton
Pendleton, John S., Jr.	Florence
Ranen, Leo	Salem
Smith, Rodger S.	Greenfield
Smith, Warren N.	Marblehead
Sprague, F. Lester, Jr.	Quincy
Van Gemert, Lee	North Quincy
Wells, Robert B.	Medford
Wood, Arthur O., Jr.	Cohasset

Financial Statement

APPROPRIATIONS

The appropriations for the school for the fiscal year 1938, from December 1, 1937, to November 30, 1938, are accounted for as follows:

Expense of Schoolship	Appropriations	Expenditures
Personal Services	\$47,000.00	\$47,400.69
Travel, transportation and office expenses	1,090.00	1,178.25
Food	24,600.00	22,473.97
Furnishings and household supplies	975.00	1,237.79
Medical and general care	1,335.00	998.00
Heat, light, power, etc.	8,000.00	7,250.49
Repairs, ordinary	1,950.00	1,799.97
Miscellaneous	2,700.00	2,073.20
Brought forward from 1937 appropriation	138.36	
	<u>\$87,788.36</u>	<u>\$84,412.36</u>
Unexpended balance		*3,376.00
	<u>\$87,788.36</u>	<u>\$87,788.36</u>
Expenses of Commission		
Office supplies and equipment	\$230.00	\$219.35
Traveling and other services and expenses	1,870.00	1,825.38
	<u>\$2,100.00</u>	<u>\$2,044.73</u>
Unexpended balance		** 55.27
	<u>\$2,100.00</u>	<u>\$2,100.00</u>
Personal Services		
Commissioners' office	\$5,148.00	\$5,148.00

* Includes \$1,329.64 for 1938 invoices not paid until 1939.

** Includes \$52.16 for 1938 invoices not paid until 1939.

Income

Received from Navy Department	\$25,000.00
Received from tuition and other fees	12,000.99
Other Income	40.01
	<u>\$37,041.00</u>

Financial Statement Verified.

Approved: GEO. E. MURPHY,
Comptroller.

Respectfully submitted,
CLARENCE E. PERKINS, *Chairman*
THEODORE L. STORER
WALTER K. QUEEN
Commissioners.

